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Ashgrove Cement Dredging Project **Date:12/06/05**
Address: 3801 East Marginal Way S

Per the City of Seattle's Shoreline Master Program (SMP)(23.60.020 B5) conditions may be attached to the approval of exemptions as necessary to assure consistency of the project with the Shoreline Management Act (SMA) and the City's SMP.
The SMA declares that the interest of all people shall be paramount in the management of shorelines of state-wide significance. The department, in adopting guidelines for shorelines of state-wide significance, and local governments, in developing master programs for shorelines of state-wide significance, shall give preference to uses in the following order of preference which:

1) Recognize and protect the state-wide interest over local interest;
2) Preserve the natural character of the shoreline;
3) Result in long term over short term benefit;
4) Protect the resources and ecology of the shoreline;
5) Increase public access to publicly owned areas of the shorelines;
6) Increase recreational opportunities for the public in the shoreline;
7) Provide for any other element as defined in RCW 90.58.100 deemed appropriate of necessary.

Additionally per SMC 23.60.020 C1 Normal Maintenance or repair of existing structures or developments, including damage by accident fire or elements are exempt if the following applies to the maintenance or repair project. "Normal Maintenance" means those usual acts to prevent a decline, lapse or cessation from a lawfully state comparable to its original condition, including but not limited to its size, shape, configuration, location and external appearance, within a reasonable period after decay or partial destruction, **except where repair causes substantial adverse effects to shoreline resources or environment.** Replacement of a structure or development may be authorized as repair when replacement is the common method of repair for the type of structure or development and the replacement structure or development is comparable to the original structure or development including but not limited to its size, shape, configuration, location and external appearance **and the replacement does not cause substantial adverse effects to shoreline resources or environment.**

Furthermore the SMA states that permitted uses in the shorelines of the state shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline area and any interference with the public's use of the water.

Therefore, to protect the shoreline environment as conditions for this Shoreline Exemption the following Best Management Practices and Conservation Measures are required.

Shoreline conditions:

- Refer to the Hydraulic Project Approval permit for in-water work timing.
- Best Management Practices shall be employed by the owner(s), builder(s), or responsible party(s) to prevent debris from entering the water during dredging and to remove debris promptly if it does enter the water. Materials and dredging methods shall be used which prevent toxic materials, petrochemicals and other pollutants from entering surface water during and after dredging.
- Spill prevention and response material shall be kept on the floating equipment for quick response to any toxic spills, such as fuel, during the proposed work.
- Best Management Practices (BMPs) shall be employed to limit the amount of sediment reentering the water from the flat deck barge where the dredged material will be stored. The barge deck shall have fences to contain the dredged material. These fences may be either part of the barge structure or concrete ecology blocks. Hay bales or filter fabric shall be used in conjunction with the fences to filter sediment during the dewatering of the dredged material.
- Inspection of transport barges used for the dredging operation shall occur to improve efficiency and reduce potential spills and shall include: (1) assessment of the height of the bulwarks and cargo area bin walls to ensure they are high enough to contain the dredged material; (2) assessment of the scupper openings in the cargo area walls to ensure leakage is minimized; and (3) inspect barges regularly to repair damaged bin walls and scupper openings.
- Other best management practices have been employed since the 2003 dredging at this site. These BMPs were put in place to minimize the amount of spillage from the offloading operations at this site. These BMPs include the following:
  - The barge-mounted conveyor has been modified to increase conveyor extension by about 14 inches to reduce spillage and the new hopper has also been supplied with skirting to reduce spillage.
  - New covers have been installed over the dock conveyor to reduce dust emission and spillage from the conveyor during summer months.
  - A new pre-cleaner and secondary cleaner system has been installed on the dock conveyor belt. This will significantly reduce carryback spillage from the dock conveyor belt.
  - The first of the annual monitoring bathymetry surveys has been completed.
- Following the 2005 dredging, Ash Grove Cement shall check the conveyor skirting on a weekly basis (and adjust the operation appropriately) to ensure the material is not being spilled before it reaches the dock.